

Evening Ledger

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THE AVERAGE NET PAID DAILY CIRCULATION OF THE EVENING LEDGER FOR SEPTEMBER WAS 100,000.

PHILADELPHIA, SATURDAY, OCTOBER 16, 1915.

These who have not are usually more generous than those who have. That is why they have not.

PERHAPS IT is informally announced that the proposed reorganization of the postal service...

THE HILLS ARE GUILTY THE Gallard, or Culebra, Cut offered the most serious problem in the construction of the Panama Canal.

CHILDREN NEED MOTHERING THE most important revelation made in the conference to discuss what is to be done with the nine and a half million dollars of the Carson and Ellis bequests...

HAVING A "GOOD" TIME THE French phrase "s'amuser," known in the title of Hugo's play, "Le Roi S'amuse" (in which "Rigoletto" is based), means simply to have a good time.

A NICE POINT OF HONOR FRANCE has set an example which Germany might well follow when the six warrant officers of the interned Kronprinz Wilhelm reach Berlin.

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cord that caused the unhappy scenes in Denver. Judge Lindsey was accused of neglecting his proper work in order to make speeches advertising himself. The accusation is silly, but it is not one where a question of evidence can be brought up.

PORTER FOR RAPID TRANSIT MR. PORTER has signed the transit pledge. There can be no doubt where he stands. He is with Director Taylor, who mapped out the comprehensive system, and with the management of the P. R. T., that agreed on it as a good system and on the terms of its operation a good terms; and he is with, finally, the great mass of citizens who have determined that they shall have adequate transportation facilities.

There is nothing that stands between the people and the achievement of their desires except a group of selfish politicians. The transit company is on record as favoring the plans. There is none to object except a few "leaders," who do not wish this situation to pass without their getting something out of it.

CHILDREN NEED MOTHERING THE most important revelation made in the conference to discuss what is to be done with the nine and a half million dollars of the Carson and Ellis bequests for the education of orphans was that the persons who have given most thought to the subject have concluded that the institution exists for the benefit of the child.

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AN OLD-FASHIONED BATTLE IN WEST

The Champagne "Nibble" May Become a Real Victory—The Result Depends on Ammunition and Reserves

By FRANK H. SIMONDS

APART from the central purpose of allied strategy, which is to thrust the German out of France, not by direct attack along the whole front, but by piercing attacks at two points, there are minor objectives and incidental details of the present operation which are of real value and interest.

The accidental circumstances of the Champagne battlefield make it possible to study the operations at close range and with advantages that are lacking in the Artois fight, which is being carried on in a densely inhabited region—la bataille from house to house, from village to village.

Looks Like a Battle In the old-fashioned sense, therefore, the Champagne operation more nearly satisfies the notion of a battle than anything in the west since the German checks along the Yser and about Ypres exactly a year ago.

It is of interest to consider the number of men actually engaged in this great battle, for, measured by all the standards of the past, this has been a great battle.

Presumably the French have had more men in this fight and the Germans fewer, because the extent of French gain indicates a heavy superiority in numbers.

Conceivably the new offensive in Champagne has now been permanently halted. This does not appear to be the case; but, accepting German claims to this effect, it is still possible to see why the Allies are encouraged.

Actually the French are seeking to drive a wedge between the German armies north and west of Rheims to the frontiers. As they advance they will cut two railroads of immediate importance, the lines serving the Crown Prince.

At the same time, the Anglo-British operation in Artois is striking at railroads which directly feed the armies in France.

But all these things are in the future. What is of immediate interest is that the battle now going on in Champagne is bigger than any battle of the last century.

For the observers of the struggle the immediate interest must for the present be the fate of the village of Sommepey and the railroad that serves it and supplies the Crown Prince.

It must be remembered that in the modern battle it takes weeks instead of days to get a decision. The enemy's position is pounded to pieces by artillery and his first line taken.

Another Yale genius was H. L. Williams, of the '90 team. Williams came from Yale to the Penn Charter School, of this city, as athletic director, but from here he was called to the University of Minnesota, where he invented the "Minnesota shift" in 1910.

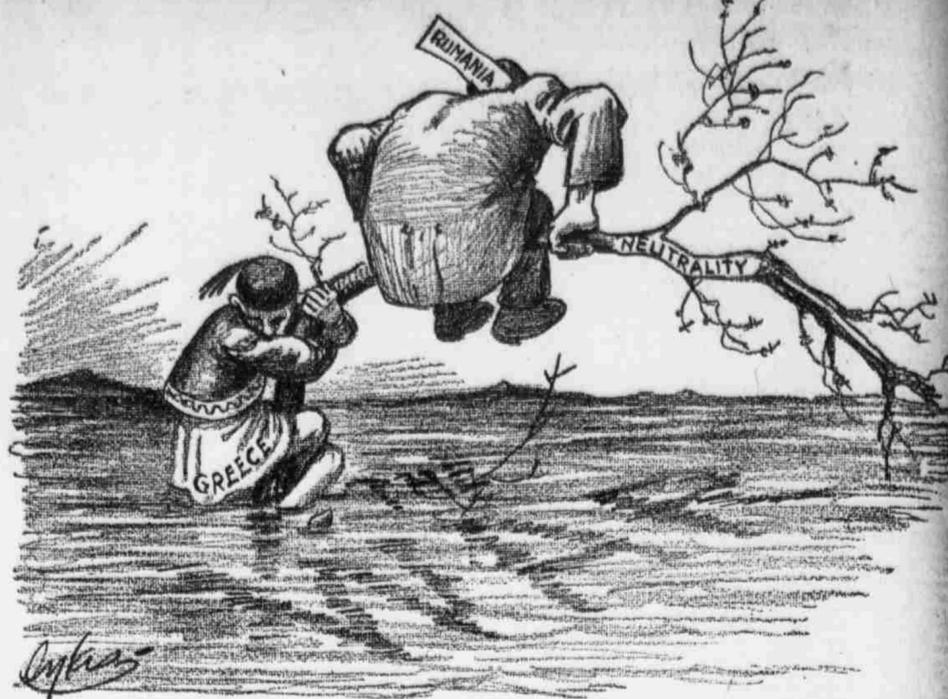
Then there was Vance McCormick, captain and quarterback of the Yale eleven in 1892. McCormick was known as one of the brainiest men in Yale football, and that year his team won the intercollegiate championship.

McCormick is now the owner and editor of the Harrisburg Patriot, and last year was the Democratic candidate for the governorship of this State.

Joined Athletics and Religion Lee McClung, who was captain of the Yale team in 1891, had so much ability as a financier that he was made Treasurer of the United States in 1909, a position he later resigned to be treasurer of his Alma Mater.

Princeton, too, can point to a group of famous Americans who were stars on the gridiron during their undergraduate days.

MOST ANY TIME NOW—



GRADUATES OF THE FOOTBALL FIELD

Scores of Heroes of the Gridiron Have Made Their Mark in the World, Utilizing Qualities That Helped Them Score Touchdowns—President Wilson Coached Wesleyan Eleven

By EDWARD R. BUSHNELL

SUCCESSFUL football stars possess many of the qualities required for success in business and professional life, and it is not surprising that numbers of the famous gridiron heroes have made their mark in law, medicine, the ministry, education, business and politics.

Yale men have contributed most to the development of football strategies. The keen analytical mind of Walter Camp kept him in the forefront of football history through a period of 35 years.

He has written extensively on subjects not connected with college sports, and for a good many years has been president and manager of the New Haven Clock Company.

Another Yale football genius, more versatile than Camp, was George Woodruff, who played guard for four years, from 1885 to 1889.

When George Woodruff was in his glory as a football coach he developed a trio of center men whose names are almost synonymous with "guards back." They were T. T. Hare and J. C. McCracken, guards, and P. D. Overfield, center.

Some of the University of Pennsylvania's most famous players prior to 1900 are now among the leading citizens of this city and State.

When George Woodruff was in his glory as a football coach he developed a trio of center men whose names are almost synonymous with "guards back." They were T. T. Hare and J. C. McCracken, guards, and P. D. Overfield, center.

Some other famous gridiron stars who could be mentioned are Paul Thompson, '85, now a vice president of the U. G. I.; George Wharton Peppé, one of the city's leading lawyers and a trustee of the University; John C. Bell, a noted lawyer and former Attorney General of the State, and Dr. J. Duncan Spaeth, '82, professor of English at Princeton University.

Students at a New Jersey law school are given this problem: "When a baseball is in the air between the pitcher and the batter, who owns it?" Nobody cares much about that, but if it was the pitcher that was in the air the question becomes of interest.—Cleveland Plain Dealer.

Why is it that the automobile signs don't insist that crossroads signs shall be put up all through the country? In early times it was the custom and it was a great satisfaction to travelers. It would be greater satisfaction now, when there is so much more traveling than there used to be. A sign post along the road is a pleasing feature of travel. It has a friendly look. Away out there it establishes a relation between a man and his home.

There ought to be some way of getting these signs up. The commissioners, the trustees, the people themselves, should see to it that this happy convenience is provided. What a kind opinion a pilgrim would have of a neighborhood if he thought it had put up sign posts for travelers.

For the ship I sent out those days had no room for material riches, for her bales of silk and gold; Had no room except for jewels—and she never came to land; And no doubt her bones are bleaching on some far off foreign strand; And I'll never see her white sails, see the flag that floats above, But while she was speaking riches I have found a world of love!

And this love is so much richer than a sack of gold; That my heart is as full of riches as a broken heart can hold. —Judd Mortimer Lewis in the Houston Post.

A CENTRAL TRAFFIC CIRCUIT

As Considered in the Weekly Bulletin of the Bureau of Municipal Research

In many of our great cities the excessive concentration of trade and traffic has caused congestion which must find relief in the very near future.

Philadelphia is no exception to the rule, and for a number of years the Bureau of Surveys has had in mind central traffic circuit or, in other words, a quadrangle of wide thoroughfares on the border of the principal business district.

Finally, as the result of a careful study by a sub-committee of the Permanent Committee on Comprehensive Plans, a resolution was passed by Councils and approved by the Mayor on December 24, 1914, authorizing the Bureau of Surveys to make further investigations, plans and estimates of cost of such a traffic circuit, which would be created by the widening of Race, 8th, Locust and 16th streets, each to the width of 124 feet.

First. New avenues for carrying heavy through traffic, chiefly from east to west, relieving congestion on Market and other streets devoted to retail trade, would be created.

Second. Increased street area would greatly relieve existing conditions upon many streets where now traffic moves in only one direction.

Third. A systematic method of street improvement would be instituted.

Fourth. The circuit would form a base from which future extensions to the river front and to wide avenues now existing in other parts of the city would be made.

Fifth. The opening of the circuit would provide a splendid location for the subway delivery loop.

Sixth. New locations would be made available for general business purposes.

Seventh. Large sections now occupied by small buildings of slum character would be eliminated.

Eighth. The general value of the property within and for a considerable distance beyond the quadrangle formed by the circuit would be enhanced.

Ninth. The cost of opening would probably be less than in any other location offering equal benefits.

Tenth. A connected circuit of fine avenues would be created.

Among other things such a public improvement would serve as an effective fire barrier and provide additional parking space for automobiles. It is suggested that the project be financed by assessing part of the cost against nearby property indirectly benefited, as well as against property abutting on the streets affected. This will require new legislation, however, in order to make it possible.

The building of the new subway is going to further intensify the whole problem of traffic and trade congestion, so that a speedy beginning of the traffic circuit seems highly desirable.

Mr. Borah is a protectionist if it is reasonable that no tariff revision will commend his support which does not recognize protection as the true American policy.—Washington Star.

The United States can be quite as certain of its possession of a truly national spirit as can any of the other nations that make up of their distinctive nationality.—Kansas City Star.

Europe can be trusted to hold out stronger bids than ever for American travelers. It is not with a light heart that the Europeans see the immense tourist industry wiped out. They want it back; just at present there is talk of another Paris Exposition in 1920.—Boston Transcript.

Well Lost Some one seems to have stolen the compass out of my pocket. And it seems to sail in circles 'round the world a-huntin' me; Or perhaps some submarine has sent it down into the brine, they did it that the ship they sunk was mine. It was in my youth I sent it to the islands far away, To bring news from the India, and bring news from far Cathay; And it has not come home ever from the port of missing ships, And I think I'll never see it, but there's laughter on my lips.

For the ship I sent out those days had no room for material riches, for her bales of silk and gold; Had no room except for jewels—and she never came to land; And no doubt her bones are bleaching on some far off foreign strand; And I'll never see her white sails, see the flag that floats above, But while she was speaking riches I have found a world of love!

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